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FOCUS: INDUSTRY ECONOMICS Starts on Page 6

COAL INDUSTRY NEWS

Coal's National Newspaper

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NEWS ROUNDUP

Thomas J. Barrack, deputy Interior undersecretary since December, will become Assistant Commerce Secretary for Trade Development in the next few weeks. Administration sources say the announcement affecting the post with responsibility for coal export policy will come after interest in the nomination of William D. Ruckelshaus as Environmental Protection Agency administrator subsides. Barrack would replace William H. Morris Jr., who is returning to Tennessee April 1 to pursue private business interests.

* * *

Development of Western Europe's largest unexploited coal field has been approved by the British government. Environment Secretary Tom King announced he would not hold a public inquiry into a plan for the new coal mine at Asfordby but would leave the final decision to local Leicestershire authorities who favor the plan. The Asfordby pit will be developed by Britain's National Coal Board. It will provide access to 146 million of the estimated 510 million tons of recoverable reserves in northeastern Leicestershire. Eventual annual output is an estimated 2.2 million tons with a payroll of 1,100.

* * *

Although there is currently only one mine operating there, **Alaska won Interior Department approval to assume enforcement responsibility** of federal surface coal mining regulations effective May 2. Interior Secretary James Watt said Alaska, the 25th state to gain such a federal enforcement role, holds an estimated 5 trillion tons of deposits that "not only provide an all-important strategic resource for our national security, but also represent an important source of energy for the Pacific Rim."

(Continued on page 2)

INSIDE

A MAJOR PORTS BILL won the support of the Reagan administration last week after its introduction in the Senate. **Story on page 2.**

WILLIAM D. RUCKELSHAUS will return to direct the Environmental Protection Agency. His selection was a good move by the White House, but problems at that troubled agency still need to be addressed. **Editorial on page 10.**

JAPAN WILL REDUCE its imports of U.S. metallurgical coal by more than a third this year due to the worldwide recession, a representative of one of that country's leading firms said. **Story on back page.**

Electricity Demand Key to Coal Rebound

By Steve Marcy

WASHINGTON — Robots and computers may lead the moribound coal industry out of its recession.

A Wall Street banker told the annual meeting of the Mining and Reclamation Council of America to expect electricity demand — the engine that drives the coal markets — to grow about 3 percent in 1983 and 4.5 percent in 1984. That is "somewhat faster" than the expected growth in overall economic activity — about 2.5 percent to 3 percent higher in 1983 and 4 percent to 5 percent higher in 1984.

And part of the reason for that, says a Citibank energy lender, is that "the widespread use of computers and the introduction of robotics in manufacturing will tend to boost the demand for electricity more than (for) primary energy sources."

Russell G. Jones, a Citibank vice president in charge of loan programs for the mining and steel industries, noted that the 2 percent decline in electricity demand in 1982 was less than other energy producers experienced, resulting in a net overall increase in electricity's share of the energy market.

Competition from Nuclear

Nonetheless, coal will face stiff competition from nuclear plants in the next couple of years to power electrical generators. Jones notes 12 gigawatts of new nuclear capacity are scheduled to begin operations in 1983, compared seven gigawatts of coal in 1983 and 1984, and that includes conversions from oil and gas.

This should still allow utility coal demand to increase from 4 percent to 4.5 percent annually and points to 1983 production of about 825 million tons.

Coal should remain the fuel of choice for utilities despite recent oil-price declines. "Even if the OPEC marker falls to $25 per barrel (currently at $29), the price of coal will still be only 50 percent of the price of residual fuel oil in 1983 and 1984," Jones said.

Conversions from oil and gas can also continue in such a pricing atmosphere, but "probably at a slower pace," Jones said. Heavy snows in the Northwest this year will also allow hydroelectric generation to compete more effectively against coal.

Exports, however, are shaping up as "another disaster," Jones said, with exports dropping by 14 million to 15 million tons from about 105 million tons shipped in 1982.

- Europe has inventories in excess of a 135-day-burn supply. If a decision is made to continue production in a slack economy as a jobs-saving measure, Europe will try to reduce inventories rather than maintain imports.
- Latin American countries are under-

(Continued on page 2)

INDICATIVE OF THE EL CEREJON PROJECT'S massive size is this construction area. The venture is a joint effort by Colombia's government and an Exxon Corp. subsidiary. While the reserve is of sufficient size to possibly be attractive to U.S. buyers, Exxon's R. Stanley Kleppe sees Europe as a more logical short-term market with the Far East and Caribbean nations offering longer-term potential. .

Exxon's Massive El Cerrejon Project Moves Ahead

By Gene Smith

NEW YORK — Thanks in part to the worldwide recession, the world's largest coal project, El Cerrejon, is back on schedule.

"The front end — putting the people in place, getting all the permits and so forth — took a little longer than we thought. But, because of the worldwide recession, deliveries of the critical equipment were much faster than we put in our early timetable," R. Stanley Kleppe, director and vice president of Esso Inter-America, Inc., told *Coal Industry News* at Exxon's New York City headquarters.

"So, you have a lengthening at the front end and a shortening at the back end and the net result is that we're just about where we always thought we'd be. The first shipment should be made about the first part of 1986," he added.

Largest Overseas Project

The largest overseas project that Exxon has under way, El Cerrejon is a 50/50 partnership with the Colombian government. It dates back to 1975 when Intercor, an existing Exxon Colombian affiliate, was invited to participate in the exploration and development of large coal deposits on the North coast of that South American country. The Colombian national coal company, Carbocol, is Exxon's partner.

The joint venture is concentrated in the northern part of a trapezoidal coal site. Carbocol is developing the southern block by itself. The coal produced in both blocks will be surface mined and brought to the coast on a new 160-kilometer railroad. A new port at a bay called Portete, which has a naturally protected harbor, is being built as a vital part of the project.

Electric power for the entire project will be supplied by the Colombian national grid. Corelca, the government utility company, is also building a 150-megawatt coal-fired power plant on the coast at a site southwest of Riohacha to insure adequate power for the project.

The actual site is in a remote, sparsely populated region with a semi-arid climate. The mine and railroad are in a broad valley

(Continued on page 4)

Among Coal and Related Stocks

Sagging Oil Prices, Likely Rise in Interest Rates Slow Majority of Issues

NEW YORK — Concern over oil prices and the feeling that interest rates are likely to rise in the short-term overhung trading on the stock market in recent weeks. The 79 stocks that comprise *Coal Industry News'* index of coal-related issues reflected this trend.

Only seven of the 35 coal companies in the list were able to post gains in the week ended March 18. Two stocks — Montana Power and Texas Utilities — were unchanged. Gains were fractional for the five, with the exception of Hanna Mining, which rose by 2-1/4 in a general strengthening of steel-related stocks, and Jim Walker, which gained 2 and closed just below its high of 23-5/8.

The supplier list fared no better, with only six of its 30 issues winding up the week on the plus-side. Gains were mostly fractional, but the hard core of coal-dominant suppliers continued weak. Fractional losses were turned in by Bucyrus-Erie, Dravo, Dresser, FMC, Ingersol-Rand, International Harvester, Kennametal, National Mine Service and Research Cottrell. Joy Manufacturing was down a full point as weakness in overall mining continued.

Transportation presented a mixed bag, with three on the upside, three down and one incentive. Burlington Northern added 2-3/8 and was followed by Chicago North Western, up 1-7/8, due largely to the takeover of control of El Paso by Burlington Northern. The prospect of a potential transcontinental railroad through a merger of Norfolk Southern and Santa Fe Industries apparently held little interest for stockholders as both issues were down in the week's trading. Chicago North Western's strength is traced to the support of the Wyoming Supreme Court for the railroad's connector line to the Powder River Basin and composition with Burlington Northern.

Kaiser Steel Climbs

Coal users also closed the week at a stand-off, with three issues on the plus-side and three down. Kaiser Steel continued its upward trend, adding 2-1/4 as the possibility of a takeover by Minneapolis investor Irwin L. Jacobs gained credulity.

There was little in the overall market to have any real effect on coal-related issues during the week ended March 18. The Dow Jones Industrial Average closed at 1117.74, unchanged for the week. The Dow Jones Transportation Index continued strong, gaining 2.93 to close at 506.27, and the utility index eased 0.73, closing at 126.25. It wasn't the typical performance of recent months.

However, Wall Street seems to be taking a wait-and-see attitude towards coal stocks. A recent Merrill Lynch Economics energy update takes a good, hard look at coal worldwide and remains on the bullish side long-term. Among its major conclusions:

"With world coal trade expected to more than double in the next 10 years, U.S. coal exports should still manage to increase at a very strong rate of 7 percent per year.

"Overall demand for steam coal could increase by as much as 15 million tons as a result of the number of coal-fired power stations expected to come on stream worldwide. But world coal trade of thermal coal must be reduced to reflect the expectation that uneconomic inventory levels will be run down as soon as is practical."

March 18, 1983

company	sales 100s	wks. high	wks. low	last	net chg
Coal Companies					
Amax	3901	24⅞	22¾	23¼	-1⅝
AEIPw/a	6962	19	18⅝	18¾	-⅛
AshOil/b	2890	31¼	28	28⅝	-2¼
BethSt/c	4286	23	22	22¼	-⅞
Boeing/d	9920	38½	36¾	38	+½
DuPont/e	10020	41⅜	39½	39⅞	-⅞
EastGF	1215	20⅞	19¾	20⅜	+⅛
ElPaso	8174	17⅛	16⅜	16½	-⅝
Exxon/g	33370	31¼	30	30¼	-¾
GenEl/h	10391	104⅜	101½	101⅞	-⅝
Grace/i	4312	43½	40⅜	40½	-2½
GulfOi/u	14136	32	30¾	30⅞	-½
Hanna/j	1282	26⅛	23⅛	26	+2½
KerrMc	4313	32	29¼	29⅞	-1⅞
Mapco	3613	23⅜	22	22⅜	-¾
Mobil	18393	28¾	26	26⅛	-2⅝
MonPw/k	2294	26⅞	26½	26¾	...
Newmt/l	3171	52¾	49¼	49⅞	-2
NACoal	261	33	31¼	31¾	+¼
OcciPet/m	9393	19⅛	18¼	18⅜	-⅝
PacPw/n	x3264	21¾	20⅝	21⅛	+⅜
PaPL/f	2212	23⅝	23⅛	23⅜	-¼
PhilPet	17503	34	30½	30⅞	-2⅝
Pittstn	3607	14⅝	13⅞	14	-⅛
ShellO	4341	38⅝	35¾	35¾	-2⅝
StOilCl/o	18852	37⅜	34⅜	34⅞	-1¾
StdOOh/p	13571	42½	38	38	-3⅛
SunCo	2779	33½	31⅛	31¼	-1⅝
Texaco	10830	33	32	32¼	-¼
TexUtil	10907	23⅝	23¼	23⅜	...
USSteel	9407	23⅝	21½	21⅝	-1¾
UtaPL	4889	22⅜	21¼	22¼	+⅜
WalkJm	2720	w39¾	36½	39¼	+2
West	204	22⅞	22	22¼	-⅝
William/q	4630	22½	20⅞	21	-⅞
Suppliers					
ACF	922	32⅛	30¾	31⅞	-⅛
AllisCh	1050	14	13⅛	13½	+⅜
BucyEr	1283	15	14⅛	14¼	-¾
CatrpT	10041	42⅝	40	40	-2⅝
Chrysl/r	11570	16¾	15¾	16½	-⅛
CmbEn	3243	38	35⅛	35¾	-2¼
DowCh	20885	32½	29¼	29⅞	-1⅝
Dravo	465	13⅞	12⅞	12⅞	-¾
Dresr/r	14550	16¾	15	16	-⅝
FMC	1276	36⅞	34¾	35⅞	-⅞
Firest	5929	19	18	18¼	-½
Fluor/s	4191	21⅝	20⅛	20⅛	-1⅜
FordM	13749	40	38⅝	40	-¼
GTE/t	21739	40⅞	39¾	39⅞	-½
GMot	23463	60¼	58¾	60	+⅛
GTire	692	31¼	29¾	30½	-1¾
Gdrich	6308	w37¾	34¼	37	+2⅛
Goodyr	23840	30⅛	28¾	28¾	-1¼
IngerR	1383	45⅝	44⅜	44⅞	-⅝
IntHarv	4263	6⅛	5¾	5¾	-¼
JoyMfg	2201	25⅜	23⅜	24⅜	-1
Kenml	317	26⅜	27½	27⅝	-⅜
McDnD	3300	49¼	47	49	+1¾
NMineS	118	8	7⅜	7⅜	-¼
Penwlt	4392	w40⅜	38¾	39¾	+1
RshCot	569	16	15¼	15⅞	-⅛
Signal/y	7899	31	29⅞	31	-¼
Tenneco	11199	35½	33⅜	33½	-1⅝
UnCarb	5260	59⅞	58¼	58⅝	-1⅛
WestgE	6004	48¼	46	46⅞	+½
Transportation					
BrlNth	4930	w73	69⅞	73	+2¾
CSX	3348	57¾	55⅞	57½	+⅞
CNWst	1602	33⅛	30⅛	31⅜	1⅞
ICInd	—	—	—	—	—
NorSo	4018	55½	54	54½	-⅞
SFeInd	8275	26¼	25	25⅛	-1¼
UnPac	10882	48⅜	45	45¾	-2
Users					
Alcoa	6121	34¼	32⅞	33	-⅛
IndSti	1379	31½	30⅜	30¾	-1⅛
KaisCe	1033	w27⅞	26⅛	27¾	+1¾
KaisrSt	3433	42½	39⅛	41½	+2¼
NatlSti	887	23¼	22¼	23	+½
RepSti	895	22¾	21¾	22	-⅝
WhelPit	535	18½	17¾	18¼	-⅝

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COAL INDUSTRY PEOPLE

David G. Todd has been named vice president of government and regulatory affairs for Ashland Coal Inc.

The board of directors of Union Pacific Corp. announced the election of **William S. Cook** as chief executive officer succeeding **James H. Evans** who will continue as chairman.

Long-Airdox Co., a division of the Marmon Group Inc., has named **William Harrison** manager and **Richard Fortney** sales representative for the company's new Longwall Products division in Pittsburgh.

L. Douglas Thompson has been named corporate director of manufacturing for Dayco Corp.

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FACTS & FIGURES

Domestic

	WEEKLY 3/12/83	3/5/83	3/13/82
Production			
Bituminous, recent week	14,860	15,181	17,980
Bituminous, year to date	**146,800**		**169,352**
Anthracite, recent week	77	78	90
Anthracite, year to date	**767**		**1,028**
Railroad carloadings			
Bituminous, recent week	99,508	101,748	121,214
Bituminous, year to date	**982,322**		**1,142,008**
Anthracite, recent week	50	106	141
Anthracite, year to date	**697**		**1,443**

Production data in thousands of short tons.
Source: U.S. Department of Energy, Energy Information Administration—Weekly Coal Report.

	WEEKLY 3/12/83	3/5/83	3/13/82
Production by states, bituminous and lignite			
Eastern			
Alabama	468	479	585
Georgia	—	—	—
Illinois	1,171	1,197	1,335
Indiana	543	555	657
Kentucky:			
Eastern	1,951	1,993	2,361
Western	689	704	903
Total, Ky.	**2,640**	**2,697**	**3,264**
Maryland	68	69	88
Ohio	683	698	842
Pennsylvania	1,332	1,361	1,807
Tennessee	137	140	205
Virginia	656	671	903
West Virginia	2,379	2,431	2,628
Total, Eastern	**10,077**	**10,296**	**12,314**
Western			
Alaska	14	14	16
Arizona	206	212	226
Arkansas	4	4	4
Colorado	332	339	411
Iowa	10	10	12
Kansas	15	15	16
Missouri	91	93	113
Montana	491	501	698
New Mexico	327	334	411
North Dakota	330	337	375
Oklahoma	95	97	115
Texas	614	627	678
Utah	304	310	308
Washington	75	76	107
Wyoming	1,873	1,914	2,176
Total Western	**4,783**	**4,883**	**5,666**
Total, United States	**14,860**	**15,181**	**17,980**

In short tons (000).
Source: U.S. Department of Energy, Energy Information administration—Weekly Coal Reports.

	MONTHLY 1/83	12/82	1/82
Coal Labor			
All employees			
Coal Mining	205.2	206.4	250.0
Bituminous & Lignite	202.1	203.3	246.5
Production employees			
Coal mining	164.0	165.3	207.1
Bituminous & Lignite	161.3	162.5	204.0
Hours, weekly average			
Coal mining	39.8	39.8	40.9
Bituminous & Lignite	39.8	39.9	40.9
Earnings, hourly average			
Coal mining	13.24	13.20	12.40
Bituminous & Lignite	13.29	13.25	12.44
Earnings, weekly average			
Coal mining	526.95	525.36	507.16
Bituminous & Lignite	528.94	528.68	508.80

Source: U.S. Department of Labor, Bureau of Labor Statistics—Employment and Earnings.

	MONTHLY 12/82	11/82	12/81
Bituminous and Lignite			
Consumption			
Electric power utilities	50,814	47,699	52,968
Coal user stocks of coal			
Electric power utilities	170,468	171,335	158,258
Anthracite			
Consumption			
Electric power utilities	99	100	148
Coal user stocks of coal			
Electric power utilities	6,080	6,060	5,537

Note: Data give in thousands of short tons.
Source: U.S. Department of Energy Information Administration—Weekly Coal Report.

	12/82	11/82	12/81
Coal User Production			
Major district users:			
Electric utilities			
(Mil Kwh.)			
Monthly	100,970	95,547	106,608

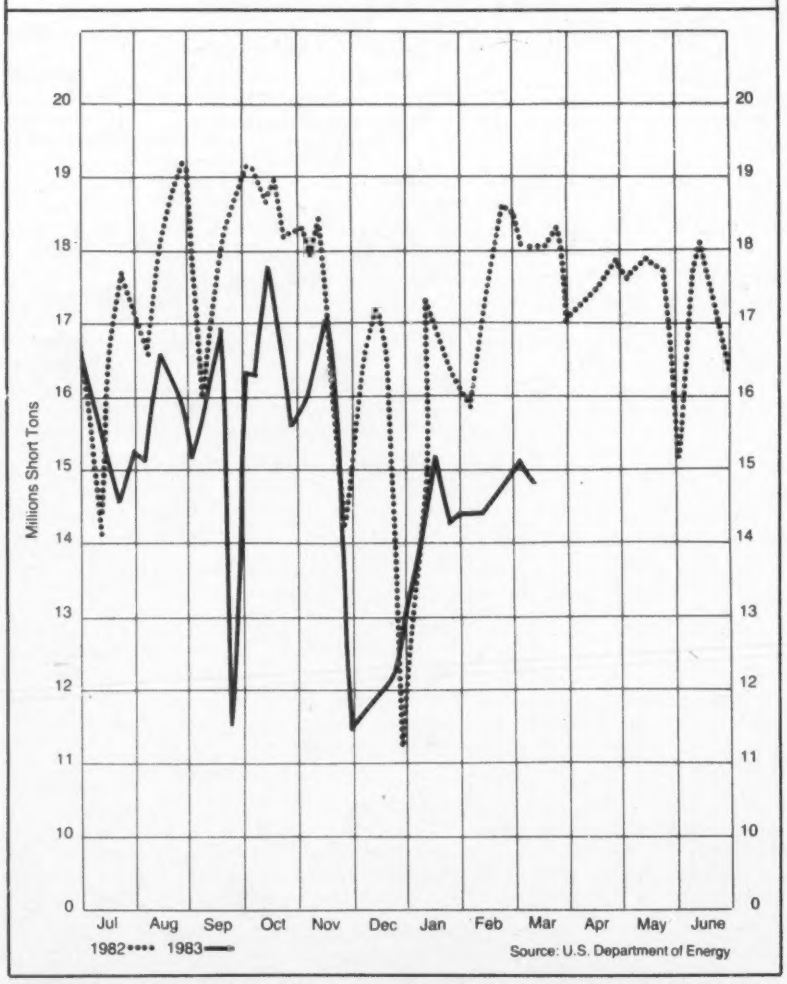
	MONTHLY 2/83	1/83	10/82
Price Indexes			
Bituminous Coal and Lignite	104.2	103.6	104.8
Primary Products	103.2	101.8	103.7
Prepared	103.5	103.4	104.0
Steam electric utilities	104.3	104.4	104.9
North Appalachia	99.5	100.7	102.3
Spot	N.A.	N.A.	N.A.
Contract	N.A.	100.8	102.5
South Appalachia			
Contract	98.0	N.A.	99.8
Midwest	109.3	108.8	108.8
Contract	110.6	110.0	109.2
West	109.1	109.1	109.1
Contract	109.1	109.1	109.1
Metallurgical/coke producer	101.2	101.1	101.7
High volatile	100.4	99.9	100.2
North Appalachia	97.2	97.2	97.2
Contract	N.A.	97.2	97.2
South Appalachia			
Contract	102.3	101.4	101.8
West	99.0	99.0	100.7
Low volatile	100.3	101.2	102.8
North Appalachia			
Contract	97.8	N.A.	100.9
South Appalachia			
Contract	102.4	N.A.	104.4
All other industrial	101.1	99.6	99.3
North Appalachia			
Contract	92.4	92.4	90.0
Midwest			
Contract	107.0	107.0	107.2
Unprepared (raw)	102.5	96.3	102.7
For preparation at other establishments	N.A.	N.A.	N.A.
For use without preparation	N.A.	N.A.	N.A.
Anthracite	153.2	153.3	153.8
Primary products	152.0	152.0	152.5
Prepared anthracite shipped	153.9	153.9	154.5
Stove	151.2	151.2	151.1
Chestnut	148.4	148.7	150.9
Pea	160.3	160.3	160.3
Buckwheat no. 1	149.0	149.0	149.0
Buckwheat no. 2	160.8	160.8	160.8
Buckwheat no. 4	143.9	143.9	143.9
Buckwheat no. 5	110.2	110.2	112.0

N.A.—Not Available

Source: Bureau of Labor Statistics, Department of Labor.
Note: The Bureau of Labor Statistics has recalibrated its producer price index figures for bituminous and lignite, as well as reorganizing its pricing categories. The new index is based on a compilation of average prices for December 1981, and that month appears as 100. The former index used June 1976 prices as its base.

Latest U.S. Production Figures

Estimated Bituminous Coal and Lignite Production



COMBINED BITUMINOUS AND LIGNITE production in the United States fell 2.1 percent the week ending March 12 from the previous week's level and remained below last year's levels as well, according to the Department of Energy's Energy Information Administration. Production was 14.86 million short tons, down 321,000 from the previous week and 3.12 million or 17.4 percent below the year-ago level of 17.98 million short tons. Year-to-date U.S. production of bituminous and lignite the week ending March 12 totaled 146.8 million short tons, down 13.3 percent from the corresponding 1982 period.

Exports & Imports

	Quantity in short tons 1/83	12/82	1/82	Dollar Value 1/83	12/82	1/82	Avg. Value per short ton 1/83	12/82	1/82
Bituminous coal, low volatile blends to make coke No. 5213110									
Belgium	167,431	103,620	285,746	8,190,265	5,986,098	4,559,592	48.91	57.76	50.95
Brazil	168,265	329,061	327,239	7,623,384	14,443,340	16,807,270	45.30	43.89	51.36
Canada	250	104,333	1,260	7,370	7,162,882	49,600	29.48	68.65	39.36
France	366,926	225,273	264,052	17,867,580	12,702,940	9,967,483	48.69	56.38	37.74
Germany, F.R. (West)	84,011	125,745	114,548	3,973,062	6,873,353	6,017,629	47.29	54.66	52.53
Italy	473,658	715,899	858,002	22,548,829	32,752,442	42,880,186	47.60	45.75	49.97
Japan	1,407,389	777,756	2,180,461	87,098,766	45,882,441	121,747,643	61.88	58.99	55.83
Netherlands	289,929	83,830	96,552	16,032,457	4,863,945	5,673,286	55.29	58.02	58.75
Spain	219,002	231,570	217,121	10,743,839	10,166,975	10,058,073	49.05	43.90	46.32
Sweden	68,811	85,084	63,606	4,129,561	3,714,928	3,374,153	60.01	43.66	53.04
United Kingdom	—	104,250	165,388	—	5,864,063	10,132,713	—	56.25	61.26
Yugoslavia	—	134,239	38,718	—	8,104,512	2,300,673	—	60.37	59.42
Total, above	3,245,672	3,020,660	4,612,693	178,215,113	158,517,919	243,568,301	54.90	52.47	52.80
Total, other nations	258,271	643,394	684,901	14,486,799	36,539,284	36,967,028	56.09	56.79	53.97
Total, all nations	**3,503,943**	**3,664,054**	**5,297,594**	**192,701,912**	**195,057,203**	**280,535,329**	**54.99**	**53.23**	**52.95**

	Quantity in short tons 1/83	12/82	1/82	Dollar Value 1/83	12/82	1/82	Avg. Value per short ton 1/83	12/82	1/82
Bituminous coal, others No. 5213120									
Belgium	—	8,693	—	—	391,358	—	—	45.01	—
Canada	1,397	595,532	1,082	67,123	29,734,911	53,630	48.04	49.92	49.56
China, Taiwan	—	183,148	124,972	—	8,357,286	5,261,352	—	45.63	42.10
Denmark	166,527	49,851	124,955	7,489,837	1,481,112	6,561,985	44.97	29.71	52.51
Finland	68,849	135,739	—	2,855,258	5,743,047	—	41.47	42.30	—
France	55,974	507,581	64,292	2,099,051	21,125,688	2,314,512	37.50	41.62	36.00
Germany, F.R. (West)	59,792	99,981	—	3,480,749	5,692,635	—	58.21	56.93	—
Italy	68,863	304,125	199,003	3,794,918	15,199,774	9,811,342	55.10	49.97	49.30
Japan	142,802	191,028	301,750	6,793,968	9,323,637	14,523,143	47.57	48.80	48.12
Netherlands	122,759	126,126	224,763	5,589,853	7,230,356	13,307,936	45.53	57.32	59.20
Spain	245,836	310,486	131,999	10,092,568	12,686,989	7,252,277	41.05	40.86	54.59
Total, above	932,799	2,512,290	1,172,816	42,263,325	116,966,793	59,086,179	45.30	46.55	50.37
Total, other nations	301,418	292,190	138,328	14,515,436	13,568,536	5,865,016	48.15	46.43	42.39
Total, all nations	**1,234,217**	**2,804,480**	**1,311,144**	**56,778,761**	**130,535,329**	**64,951,195**	**46.00**	**46.54**	**49.53**
Lignite No. 5213130									
Total, all nations	**1,293**	**317**	**1,057**	**97,027**	**61,516**	**262,544**	**75.04**	**194.05**	**248.38**
Coal coke for use as fuel No. 5213148									
Total, all nations	**55,667**	**28,510**	**42,595**	**4,305,112**	**2,547,439**	**3,685,632**	**77.33**	**89.35**	**86.52**
Petroleum coke, except calcined No. 5213150									
Canada	33,032	79,490	13,741	1,070,080	1,952,487	683,383	32.39	24.56	49.73
Japan	379,969	242,157	117,104	15,746,012	8,221,003	6,661,770	41.44	33.94	56.46
Netherlands	174,308	197,552	28,744	7,109,585	6,505,018	1,524,235	40.78	32.92	53.02
Total, above	587,309	519,199	159,589	23,925,677	16,678,508	8,819,388	40.73	32.12	55.26
Total, other nations	614,716	565,578	339,627	17,161,618	15,277,353	19,487,696	27.91	27.01	57.37
Total, all nations	**1,202,025**	**1,084,777**	**499,216**	**41,087,295**	**31,955,861**	**28,307,084**	**34.18**	**29.45**	**56.70**
Compositions for fuel No. 5213160									
Total, all nations	**64**	**243**	**288**	**12,645**	**73,626**	**26,398**	**197.57**	**302.98**	**91.65**
Anthracite No. 5213170									
Korea Rep. (South)	—	35,649	141,668	—	1,228,920	5,489,631	—	34.47	38.74
Total, all nations	**4,702**	**43,186**	**146,982**	**687,940**	**1,573,056**	**5,975,353**	**146.30**	**36.74**	**40.65**

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NEWS ROUNDUP

Interior Secretary James Watt approved **a coal mining agreement between Shell Oil Co. and the Crow Indian Tribe of Montana.** Under the agreement, Shell will begin mining an estimated 210 million tons from a 2,560-acre tract in the Youngs Creek area of the Crow reservation. The tribe will receive $12 million in pre-production payments and a royalty, subject to adjustment, of 12.5 percent. An annual minimum royalty of $3 million, beginning in 1986, is also guaranteed under the contract.

European coal demand will increase slowly until about 1990, representatives of the European Economic Community told a New Orleans conference. Dr. Siegfried von Ludwig, head of the EEC's coal policy division, said that while consumption won't dramatically climb, neither will coal production. He said this effectively offers **a potential market for increased U.S. exports, especially after 1990** when consumption is expected to climb at a more rapid pace.

* * *

The Mine Safety and Health Administration says that **some mine operators have been putting independent contractors through needless paperwork** by requiring them to have MSHA certification prior to bidding on work at mines. In a memorandum to operators, MSHA said that unless cited for a violation, permits will be required only for independent contractors performing work at mine sites or contractors performing one or more of the nine types of services or construction at mines listed in two memoranda issued Dec. 3. The nine areas cover mine development, construction and demolition; dam construction; equipment installation and, in certain cases, service; excavation or earthmoving involving mobile equipment; material handling, and drilling and blasting.

* * *

Two more coal mines closed last week as Eastover Mining Co., a subsidiary of Duke Power Co., said it was shutting down the Brookside mine near Harlan, Ky., and the Eastover mine in Virginia City, Va. The two mines are for sale as part of Duke Power's withdrawal from the coal mining sector. Eastover said the Highsplint mine near Harlan will continue production and is also for sale.

* * *

Blaming depressed export and domestic coal markets, Rio Grande Industries Inc. and Consolidation Coal Co. **cancelled plans to build 62 miles of railroad between Acco and Emery, Utah.**

* * *

Postcript to the National Mine Service takeover: **Anderson Strathclyde**

(Continued on page 2)

The Emphasis is on Efficiency in the East

WHEN THE MARKET'S DEPRESSED, mining companies emphasize the positive. Among firms with reserves in the eastern United States, the emphasis is on improving efficiency despite layoffs and mine shutdowns. Companies like Pittston, while having to tighten its belt, are also using the present downtime to "upgrade and modernize plant and equipment in preparation for more efficient operations when the coal market recovers." For a closer look at eastern mining in 1983, turn to this issue's Focus on page 4.

4 Approaches Presented to Lower Mississippi Gateway Export Costs

NEW ORLEANS — A Louisiana governor's task force has found four ways to cut transportation costs of exporting coal from the mouth of the Mississippi River by $3.1 billion to $3.5 billion through the year 2030.

The four options, part of 30 examined in the first phase of a deep river study for the Task Force on Deep Draft Vessel Access, will be narrowed to a single choice in Phase II of the study. A report on the choice will be issued in mid-May and will contain financing recommendations.

The plan envisioning the largest net savings would dredge the lower Mississippi up to mile 172 to a depth of 50 feet.

The other three choices, which would save about $3.1 billion in transporation charges compared to leaving the channel as is, would either dredge to a lower depth or dredge in stages, ending with either a 50- or 55-foot channel by 2005.

Some of those options considered dredging as far as 232 miles up-river, but escalation of operation and maintenance costs become high enough to cut potential savings to $1.5 billion for these more ambitious programs.

Non-Dredging Alternatives

Also considered were non-dredging alternatives — transfer terminals further out in the Gulf of Mexico, topping-off facilities, wide-beam ships of high tonnage and shallow draft and buoyancy assisters to allow full loading of deep-draft vessels without scraping existing channel bottoms.

Some of the non-dredging plans might find their ways into the final recommendation, the Phase I study indicates.

Salt water intrusion — one of the prime environemental considerations of any dredging plan — would not extend up-river beyond the historical limit of the Mile 116 marker even under low river discharge flows as low as 100,000 cubic feet per second if the river were deepened to 55 feet, the report concluded.

The "saline wedge," the point at which chloride concentrations reached 5,000 parts per million, would not extend beyond the Mile 0 marker at discharge rates of 300,000 cubic feet per second.

But the study points out that the saline wedge during intermediate discharge flows would drift about 10 miles farther north than is normal for those conditions if the river were dredged to 55 feet.

That is enough for three publicly owned area water works that feed off the river to undergo modifications to "maintain the present levels of potable water," the study says. However, these modifictions could be minimized if the Corps of Engineers constructed sills to slow the saline intrusions.

Dredging operations would also likely convert some estuarine water bodies in certain wildlife refuges to upland marsh habitat. The impacts of that, the study said, have so far "not been addressed in sufficient detail."

Federal Leasing Program Faces New Pressures

By Steve Marcy

WASHINGTON — Allegations that 10 bidders in last year's Powder River Basin federal coal lease sale illegally drilled test cores are only the most recent in a series of judicial and congressional pressures jeopardizing the federal coal program.

The entire set of federal coal leasing regulations issued last July is under challenge in federal distict court here for not adequately considering environmental impacts, property rights of area landholders and for not meeting planning requiements of the Federal Land Policy Management Act (FLPMA).

The Powder River Basin sale, the largest ever and the prototype for all subsequent sales, is the target of a suit by environmentalists and others in a Billings, Mont., federal district court for using procedures that failed to guarantee the government would receive at least fair market value for its coal.

Plaintiffs and the Interior Department are awaiting the court's reply on a motion for summary judgment against Interior's conduct of the sale.

Procedures Not Specified

Some observers indicate the plaintiffs might have a weak case in their Billings suit in that the 1976 coal leasing amendments to the Minerals Lands Act did not specify procedures for Interior to follow in arriving at fair market value.

Yet that will also be the issue before the House Interior Subcommittee on oversight and investigations, chaired by Interior critic Edward Markey, D-Mass., at hearings planned for early May.

Markey will be armed with a General Accounting Office report to be released late this month. Sources say it will conclude that Interior reaped only 10 percent to 30 percent of value of the 11 tracts it sold for $54.6 million. Only three of those received more than one bid, and two others were

(Continued on back page)

INSIDE

COAL SHIPPERS petitioned an Interstate Commerce Commission member to void her rail rate vote for export-bound coal because they believe it violated ICC conflict-of-interest rules, reports Steve Marcy **on page 2.**

AN EXPERIMENTAL underground miner being developed in California uses oil and gas drilling technology for its remote-control tunneling. Jane De Lorenzo takes a closer look in a **West Coast Report on page 5.**

ALASKA MAY BECOME the first state to ship coal to a Pacific Rim country with a newly-signed 15-year contract with Korea. That and other **Reports from our Correspondents on page 7.**

31 of 79 Coal and Coal-Related Issues Decline on the Stock Market

NEW YORK — Trading in coal-related stocks was not very rewarding in the holiday-shortened week ending March 30. Thirty-one issues in the *Coal Industry News* list of 79 stocks were down and eight closed unchanged.

As in recent weeks, this activity mirrored the general behavior of the stock market. The Dow Jones Industrial Average closed the week at 1,130.03, down 10.06, or 0.88 percent. The transportation index fell 8.18 to close at 507.39, a drop of 1.59 percent, and the utility index slipped 1.80, off 1.42 percent to a close of 124.54.

Thirteen of the stocks in the *Coal Industry News* list wound up on the Associated Press-Media General Financial Service's list of 50 most active issues for the week. They included Chrysler, second most active, with 5.7 million shares traded; Exxon, fourth most active with a volume of 3.8 million shares; and Phillips Petroleum in tenth place with 2.5 million shares changing hands.

Others in the second 10 were, in order: Mobil — eleventh; Dow Chemical — fifteenth; Standard Oil of California — eighteenth; and General Motors — twentieth.

Stocks of equipment suppliers to coal continued weak as there were few, if any, signs of a pick-up in coal mining activity. Fifteen of the 30 issues in this category posted losses and three — Chrysler, Dravo and Fluor — were unchanged. National Mine Service continued its downward slide, slipping another 1/8 to close at 7-3/4. The stock has fallen gradually since Anderson Strathclyde PLC acquired 51 percent-control under a tender offer at $13.10 a share.

Media General placed National Mine Service in third place among major losers in first-quarter trading on the Big Board. The stock has toppled 39 percent during trading in this period.

Other equipment makers that posted declines included Allis-Chalmers, off 1-1/4, and Caterpillar, down 2-1/4. Fractional declines were shown by Ingersoll-Rand, International Harvester and Joy Manufacturing, Westinghouse dropped 1-3/4 following a New York security analysts meeting at which management indicated a lack of pick-up in its operations in the reviving economy.

One other issue in the *Coal Industry News* list was cited by Media General for its first-quarter trading. That was Kaiser Steel, which ranked second in the list of gainers, rising 95.2 percent in the quarter. Its strength was traced to the hopes that the Irwin L. Jacobs group might make an offer to take over the company.

However, Kaiser Steel fell 1-5/8 in the most recent trading week. Kaiser Chemical was off 1/2, possibly as a reaction to that of the steel company. These were two of the 7 users of coal that fell as Alcoa and Wheeling-Pittsburgh Steel closed unchanged.

Despite the weakness in the Dow Jones transportation indicator, CSX was the only component of the 7 in our transportation list to close weaker, slipping 1/8. All of the others were strong, posting gains of more than a point with the exception of Norfolk Southern which eked out a gain of 3/4. This could be traced to the continuing weakness of coal mining in the Appalachian region in contrast with a stronger posture of the Western mines where long-term contracts are holding up better than spot market transactions in the East.

Twelve of the 35 coal company issues were down, including most of the utilities that mine coal. Three issues — Bethlehem Steel, El Paso and General Electric — were unchanged.

As the market reopened after the Good Friday closing, trading was slow and the Dow-Jones Average was off as much as 6 points near the close. Energy issues, up slightly, continued their upward trend in line with apparent stabilizing of oil prices and the recommendations of several brokerages to buy these issues.

March 30, 1983

company	sales 100s	wks. high	wks. low	last	net chg
Coal Companies					
Amax	5668	23⅜	22⅜	22⅞	-¼
AlIPw/a	5603	18⅞	18½	18⅝	-¼
AshOil/b	1147	30½	28¼	29½	+1⅛
BethSt/c	3071	23	22⅜	22¾	...
Boeing/d	12064	w41¼	39⅞	40	-⅝
DuPont/e	12388	43	39⅞	41⅝	+1⅜
EastGF	4256	20¼	18⅜	18⅝	-1⅛
ElPaso	3784	17⅛	16½	16⅝	...
Exxon/g	37618	31⅜	29½	30⅞	+1
GenEl/h	7043	107½	103¾	105	...
Grace/i	1513	41⅝	40¼	41½	+¾
GulfOi/u	9059	33¾	31⅛	32	+⅞
Hanna/j	291	25¼	23½	24	-1¼
KerrMc	8430	33¾	28⅝	32⅝	+3⅜
MAPCO	1708	23⅜	22⅛	23¼	+⅝
Mobil	24633	29¼	25⅞	28¾	+2⅝
MonPw/k	x5157	27¼	26⅛	26⅜	-⅛
Newmt/l	1301	52¼	48¾	51¾	+1⅞
NACoal	129	32⅝	31¾	32½	+½
OcciPet/m	6469	20	18¾	19½	+½
PacPw/n	3886	21⅛	20	21	+⅜
PaPL/f	2483	23¾	22⅝	22¾	-⅞
PhilPet	24836	w37	30⅛	33⅛	+2⅝
Pittstn	6508	14¼	12⅞	13⅛	-⅞
ShellO	6156	40	34⅝	38⅜	+2⅝
StOilCl/o	19644	w39⅝	35⅛	38⅛	+2¼
StdOOh/p	10813	w43	39½	42	+2⅛
SunCo	3463	34⅜	31½	32¾	+1
Texaco	11455	33⅝	31	33	+1⅜
TexUtil	7359	23¾	23¼	23¾	+⅛
USSteel	4923	23⅜	22½	22⅞	+⅛
UtaPL	1367	22	21⅝	21¾	-¼
WaltJm	2972	44⅞	42	42⅛	-2½
West	170	23¼	22	22	-1¼
William/q	2996	23	21⅞	22⅜	-½
Suppliers					
ACF	1118	32¼	30½	31⅞	-⅝
AllisCh	918	15⅜	13⅝	13¾	-1¼
BucyEr	1092	14¼	13½	14	+⅜
CatrpT	6476	44¾	42½	42⅝	-2¼
Chrysl	57424	17¾	16⅝	17	...
CmbEn	2241	36¾	35½	35⅞	+¼
DowCh	x21856	29¼	27¼	27½	+⅜
Dravo	229	12⅞	12½	12¾	...
Dresr/r	8967	18	16⅛	17⅜	+1⅛
FMC	1241	38	36⅝	37⅝	+1⅛
Firest	x4687	19¼	18⅛	19	+½
Fluor/s	4619	20½	19¼	20	...
FordM	8547	41⅝	39½	40¼	+⅝
GTE/t	10841	40⅜	39¾	40¼	+¼
GMot	19211	60⅝	58¾	59⅜	-¼
GTire	1143	35⅛	33⅝	35	+1
Gdrich	1506	37⅞	37¼	37½	+¼
Goodyr	14451	29¾	28	28	-¾
IngerR	849	47	45⅛	45¼	-¼
IntHarv	2740	6⅝	6¼	6¼	-⅜
JoyMfg	2881	25⅛	24	24⅜	-⅛
Kenmt	959	26¼	25	25¼	-1¼
McDnD	3498	w55⅞	52⅞	55	+2¼
NMineS	97	7⅝	7½	7¾	-⅛
Penwlt	597	38½	36½	38	-⅛
RshCot	337	16½	15½	15⅞	-¾
Signal/y	12418	30¾	28¾	29⅝	-1⅜
Tenneco	9090	36¼	35¾	35⅜	+1⅛
UnCarb	4341	61¼	59⅜	59⅞	-1⅛
WestgE	7500	48¼	45¼	46	-1¾
Transportation					
BrlNth	3887	w76½	71⅞	75	+1⅜
CSX	3275	60⅝	59⅞	60	-⅛
CNWst	2735	w36¼	32¼	34⅝	+2⅛
ICInd	633	40⅜	38¾	40	+1⅛
NorSo	3479	57⅞	55¾	56¾	+¾
SFeInd	6789	25¼	23⅜	24¾	+1⅛
UnPac	13102	52	45⅞	49½	+3¼
Users					
Alcoa	5691	34	31¼	32⅛	...
IndSt	1936	31½	29¾	30⅝	+⅛
KaisCe	1288	31⅝	29⅝	30¾	-⅛
KaisrSt	2239	41⅜	38⅝	40	-1⅝
NatlSt	966	23½	22⅞	23⅝	+1
RepSt	513	21¾	21⅛	21¼	-3⅜
WhelPit	482	18¾	18	18¾	...

a/owns Central Ohio Coal, b/owns 50 percent of Arch Mineral, c/owns Bethlehem Mines, d/owns 15 percent of Peabody Holding Co., e/owns Conoco and Consolidation Coal, f/owns Greenwich Collieries, Rushton Mining and Tunnelton Mining, g/owns Exxon Coal, h/owns Utah International, i/owns 50 percent of Colowyo Coal, j/owns 50 percent of Colowyo Coal, k/owns Western Energy, l/owns 27.5 percent of Peabody Holding, m/owns Island Creek Coal Co., n/owns Nerco, o/owns 20 percent of Amax, p/owns Old Ben Coal Co., q/owns 27.5 percent of Peabody Holding Co., r/owns Jeffrey Mining, s/owns 10 percent of Peabody Holding Co., t/owns American Mine Tool, u/owns Pittsburg and Midway Coal Mining Co., w/new 52-week high, x/ex-dividend and sales in full, y/controls Wheelabrator-Frye.

Nerco Vice President Chairs MARC

WASHINGTON — William W. Lyons has been elected chairman of the Mining and Reclamation Council at the organization' sixth annual meeting here.

The Nerco vice president succeeds Carl DelSignore, president of Buffal Coal Co., as head of the 300-member surface coal mining association.

Lyons joined Pacific Power and Light Co., parent company of Nerco, in 1977 as an assistant to the chairman and was elected vice president that September. He spent eight years with the Department of Interior before joining PP&L, rising to deputy undersecretary.

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FACTS & FIGURES

Domestic

	WEEKLY		
	3/26/83	3/19/83	3/27/82
Production			
Bituminous, recent week	14,045	14,828	18,452
Bituminous, year to date	**175,673**		**205,721**
Anthracite, recent week	130	76	102
Anthracite, year to date	**973**		**1,225**
Railroad carloadings			
Bituminous, recent week	93,802	99,197	122,685
Bituminous, year to date	**1,175,321**		**1,385,260**
Anthracite, recent week	221	50	281
Anthracite, year to date	**1,014**		**2,071**

Production data in thousands of short tons.
Source: U.S. Department of Energy, Energy Information Administration—Weekly Coal Report.

	WEEKLY		
	3/26/83	3/19/83	3/27/82
Production by states, bituminous and lignite			
Eastern			
Alabama	443	467	593
Georgia	—	—	—
Illinois	1,107	1,169	1,360
Indiana	514	542	670
Kentucky:			
Eastern	1,844	1,947	2,505
Western	651	687	916
Total, Ky.	**2,495**	**2,634**	**3,421**
Maryland	64	68	91
Ohio	646	682	860
Pennsylvania	1,259	1,329	1,845
Tennessee	130	137	215
Virginia	620	655	930
West Virginia	2,249	2,375	2,665
Total, Eastern	**9,527**	**10,058**	**12,650**
Western			
Alaska	13	14	17
Arizona	196	207	230
Arkansas	4	4	4
Colorado	314	331	417
Iowa	9	10	13
Kansas	14	15	17
Missouri	86	91	115
Montana	464	490	725
New Mexico	309	326	435
North Dakota	312	329	385
Oklahoma	90	95	120
Texas	580	612	695
Utah	287	303	315
Washington	70	74	108
Wyoming	1,770	1,869	2,206
Total Western	**4,518**	**4,770**	**5,802**
Total, United States	**14,045**	**14,828**	**18,452**

In short tons (000).
Source: U.S. Department of Energy, Energy Information Administration—Weekly Coal Reports.

	MONTHLY		
	2/83	1/83	2/82
Coal Labor			
All employees			
Coal Mining	199.0	204.5	249.1
Bituminous & Lignite	196.3	201.5	245.6
Production employees			
Coal mining	158.6	163.5	206.1
Bituminous & Lignite	156.3	160.8	203.0
Hours, weekly average			
Coal mining	39.1	40.0	41.6
Bituminous & Lignite	39.1	40.0	41.5
Earnings, hourly average			
Coal mining	13.41	13.28	12.37
Bituminous & Lignite	13.45	13.33	12.41
Earnings, weekly average			
Coal mining	524.33	531.20	514.59
Bituminous & Lignite	525.90	533.20	515.02

Source: U.S. Department of Labor, Bureau of Labor Statistics—Employment and Earnings.

	MONTHLY		
	12/82	11/82	12/81
Bituminous and Lignite			
Consumption			
Electric power utilities	50,814	47,699	52,968
Coal user stocks of coal			
Electric power utilities	170,468	171,335	158,258
Anthracite			
Consumption			
Electric power utilities	99	100	148
Coal user stocks of coal			
Electric power utilities	6,080	6,060	5,537

Note: Data give in thousands of short tons.
Source: U.S. Department of Energy, Energy Information Administration—Weekly Coal Report.

	12/82	11/82	12/81
Coal User Production			
Major district users:			
Electric utilities			
(Mil Kwh.)			
Monthly	100,970	95,547	106,608

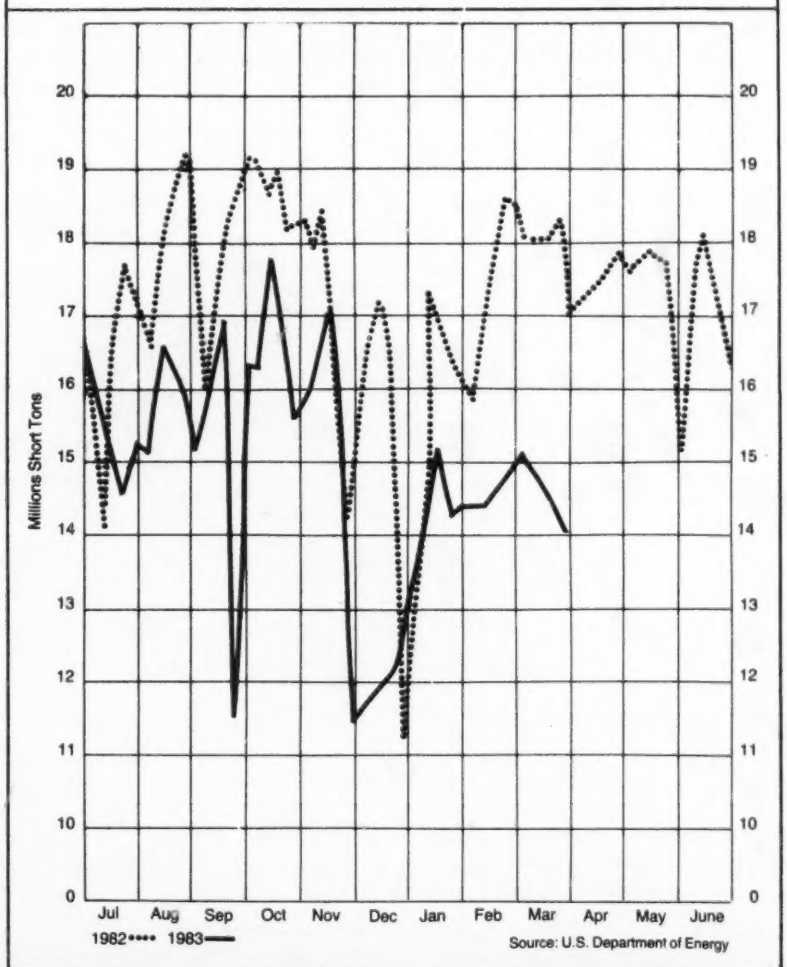
	MONTHLY		
Price Indexes	2/83	1/83	10/82
Bituminous Coal and Lignite	104.2	103.6	104.8
Primary Products	103.2	101.8	103.7
Prepared	103.5	103.4	104.0
Steam electric utilities	104.3	104.4	104.9
North Appalachia	99.5	100.7	102.3
Spot	N.A.	N.A.	N.A.
Contract	N.A.	100.8	102.5
South Appalachia			
Contract	98.0	N.A.	99.8
Midwest	109.3	108.8	108.8
Contract	110.6	110.0	109.2
West	109.1	109.1	109.1
Contract	109.1	109.1	109.1
Metallurgical/coke producer	101.2	101.1	101.7
High volatile	100.4	99.9	100.2
North Appalachia	97.2	97.2	97.2
Contract	N.A.	97.2	97.2
South Appalachia			
Contract	102.3	101.4	101.8
West	99.0	99.0	100.7
Low volatile	100.3	101.2	102.8
North Appalachia			
Contract	97.8	N.A.	100.9
South Appalachia			
Contract	102.4	N.A.	104.4
All other industrial	101.1	99.6	99.3
North Appalachia			
Contract	92.4	92.4	90.0
Midwest			
Contract	107.0	107.0	107.2
Unprepared (raw)	102.5	96.3	102.7
For preparation at other establishments	N.A.	N.A.	N.A.
For use without preparation	N.A.	N.A.	N.A.
Anthracite	153.2	153.3	153.8
Primary products	152.0	152.0	152.5
Prepared anthracite shipped	153.9	153.9	154.5
Stove	151.2	151.2	151.1
Chestnut	148.4	148.7	150.9
Pea	160.3	160.3	160.3
Buckwheat no. 1	149.0	149.0	149.0
Buckwheat no. 2	160.8	160.8	160.8
Buckwheat no. 4	143.9	143.9	143.9
Buckwheat no. 5	110.2	110.2	112.0

N.A.—Not Available

Source: Bureau of Labor Statistics, Department of Labor.
Note: The Bureau of Labor Statistics has recalibrated its producer price index figures for bituminous and lignite, as well as reorganizing its pricing categories. The new index is based on a compilation of average prices for December 1981, and that month appears as 100. The former index used June 1976 prices as its base.

Latest U.S. Production Figures

Estimated Bituminous Coal and Lignite Production



Source: U.S. Department of Energy

BITUMINOUS COAL and lignite production for the week ending March 26 dropped 783,000 short tons — 5.3 percent — from the previous week, DOE's Energy Information Administration reports. The 14.045 million tons produced was also well below the 18.452 million tons produced for the corresponding week of 1982. Year-to-date production reached 175.673 million short tons, 14.6 percent below the same period in 1982.

Exports & Imports

	Quantity in short tons			Dollar Value			Avg. Value per short ton		
Bituminous coal, low volatile blends to make coke No. 5213110	2/83	1/83	2/82	2/83	1/83	2/82	2/83	1/83	2/82
Belgium	102,086	167,431	411,761	6,372,387	8,190,265	22,197,611	62.42	48.91	53.90
Brazil	260,658	168,265	324,664	10,641,939	7,623,384	15,734,185	40.82	45.30	48.46
Canada	118	250	839	5,874	7,370	31,969	49.77	29.48	38.10
France	143,400	366,926	516,876	5,392,126	17,867,580	24,398,457	37.60	48.69	47.20
Germany, F.R. (West)	84,860	84,011	231,964	4,065,366	3,973,062	14,395,766	47.90	47.29	62.06
Italy	676,515	473,658	1,225,797	28,779,335	22,548,829	57,489,463	42.54	47.60	46.89
Japan	1,026,776	1,407,339	3,205,786	59,598,260	87,098,766	181,985,663	58.04	61.88	56.76
Netherlands	182,030	289,929	293,543	9,584,337	16,032,457	14,035,454	52.65	55.29	47.81
Spain	183,130	219,002	341,694	7,872,189	10,743,839	16,586,989	42.98	49.05	48.54
Sweden	78,036	68,811	80,243	3,704,349	4,129,561	4,751,960	47.48	60.01	59.21
United Kingdom	—	—	253,436	—	—	14,332,537	—	—	56.55
Yugoslavia	107,563	—	236,318	5,308,416	—	13,563,179	49.35	—	57.39
Total, above	2,845,172	3,245,672	7,122,921	141,324,578	178,215,113	379,503,233	49.67	54.90	53.27
Total, other nations	702,612	258,271	893,965	40,666,377	14,486,799	49,564,463	57.87	56.09	55.44
Total, all nations	**3,547,784**	**3,503,943**	**8,016,886**	**181,990,955**	**192,701,912**	**429,067,696**	**51.29**	**54.99**	**53.52**

	Quantity in short tons			Dollar Value			Avg. Value per short ton		
Bituminous coal, others No. 5213120	2/83	1/83	2/82	2/83	1/83	2/82	2/83	1/83	2/82
Belgium	—	—	176,570	—	—	8,794,066	—	—	49.80
Canada	1,372	1,397	3,150	60,556	67,123	131,028	44.13	48.04	41.59
China, Taiwan	188,091	—	118,382	7,866,839	—	4,568,550	41.82	—	38.59
Denmark	80,879	166,527	143,808	4,330,653	7,489,837	7,723,244	53.54	44.97	53.70
Finland	—	68,849	—	—	2,855,258	—	—	41.47	—
France	213,529	55,974	243,523	9,321,491	2,099,051	11,553,213	43.65	37.50	47.44
Germany, F.R. (West)	984	59,792	120,376	192,984	3,480,749	6,724,937	196.12	58.21	55.86
Italy	199,674	68,863	308,100	8,326,455	3,794,918	13,525,851	41.70	55.10	43.90
Japan	238,043	142,802	319,284	11,708,971	6,793,968	16,736,490	49.18	47.57	52.41
Netherlands	30,903	122,759	60,093	1,648,755	5,589,853	2,950,991	53.35	45.53	49.10
Spain	163,589	245,836	218,288	6,408,330	10,092,568	10,828,441	39.17	41.05	49.60
Total, above	1,117,064	932,799	1,711,574	49,865,034	42,263,325	83,536,811	44.63	45.30	48.80
Total, other nations	137,774	301,418	116,844	5,047,051	14,515,436	6,359,951	36.63	48.15	54.43
Total, all nations	**1,254,838**	**1,234,217**	**1,828,418**	**54,912,085**	**56,778,761**	**89,896,762**	**43.76**	**46.00**	**49.16**
Lignite No. 5213130									
Total, all nations	**3,350**	**1,293**	**2,325**	**286,457**	**97,027**	**248,349**	**85.50**	**75.04**	**106.81**
Coal coke for use as fuel No. 5213148									
Total, all nations	**43,353**	**55,667**	**101,474**	**3,085,027**	**4,305,112**	**6,525,777**	**71.16**	**77.33**	**64.30**
Petroleum coke, except calcined No. 5213150									
Canada	12,000	33,032	10,932	542,032	1,070,080	547,117	45.16	32.39	50.04
Japan	391,435	379,969	150,382	15,247,119	15,746,012	7,810,568	38.95	41.44	51.93
Netherlands	65,500	174,308	43,442	1,526,000	7,109,585	2,300,423	23.29	40.78	52.95
Total, above	468,935	587,309	204,756	17,315,151	23,925,677	10,658,108	36.92	40.73	52.05
Total, other nations	303,674	614,716	65,094	7,547,868	17,161,618	3,536,314	24.85	27.91	54.32
Total, all nations	**772,609**	**1,202,025**	**269,025**	**24,863,019**	**41,087,295**	**14,194,422**	**32.18**	**34.18**	**52.80**
Compositions for fuel No. 5213160									
Total, all nations	**4,174**	**64**	**8,582**	**252,408**	**12,845**	**514,116**	**60.47**	**197.57**	**59.90**
Anthracite No. 5213170									
Korea Rep. (South)	—	—	36,355	—	—	2,259,463	—	—	62.14
Total, all nations	**1,962**	**4,702**	**44,274**	**133,618**	**687,940**	**2,905,552**	**68.10**	**146.30**	**65.62**

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NEWS ROUNDUP

The Interior Department's coal leasing program, already beset by controversy over whether the government is achieving fair market value for its resource, **is getting ready to disband its fair market value evaluation teams** late this spring or early this summer, sources say. They consider the action a mistake since it would come at a time of intensifying congressional scrutiny. The General Accounting Office is preparing a report on whether the government received fair market value at last year's Powder River Basin sale. It is not being given to the Interior Department for review although Secretary James Watt has asked for a briefing on its findings, a source said.

* * *

A new Conoco Inc. tar sands process known as FAST — for fracture-assisted steamflood technology — **has implications for coal as well.** Robert A. Loosely, Conoco's manager of enhanced recovery and acquisitions, said that a unit adopting the principle of fluidized bed combustion has already been successfully tested for enhanced oil recovery in South Texas. If larger-scale units prove to be as efficient, said Loosely, the technology could be adapted to make steam for industrial plants, electric power plants and heating systems within municipal complexes — all of which "would increase utilization of the nation's vast coal resources."

* * *

General Electric Co. and Australia's Broken Hill Propriety Co. Ltd. **signed a final agreement on G.E.'s sale of Utah International and Utah-Marcona Corp.** for approximately $2.4 billion in cash.

(Continued on page 2)

INSIDE

WORLD CONSUMPTION through the year 2000 will grow "nearly 3.5 percent per year and account for 26 percent of incremental energy supplies," Conoco Inc. says in a newly-released study. **Story on page 2.**

A TRANSCONTINENTAL RAILROAD is seen by close observers as one possible result of Norfolk Southern's bid to buy Santa Fe Industries shares. Robert E. Bedingfield evaluates this and other transportation developments in this issue's **Focus on page 4.**

CLEAN AIR ACT REFORM looks more and more unlikely this session as the 98th Congress' schedule fills up with other issues — to the point that some congressional staff members wonder if it's worth the effort at this time, reports Steve Marcy in his latest **Washington, FYI on back page.**

Chances of Congressional Rail Rate Relief are Dim

WASHINGTON — Coal shippers should not expect congressional relief any time soon from Interstate Commerce Commission rulings that expanded rail industry power for increasing rates on domestic and export-bound movements.

Capitol Hill sources say that Rep. James Florio, D-N.J., chairman of Energy and Commerce Committee subcommittee with jurisdiction over railroads, is promising only hearings to probe the issue.

"Any further action depends on the reaction of the (subcommittee) members, based on those oversight hearings," a committee source told *Coal Industry News.*

The railroad industry is not sure it will get even that far. "They've been saying they would hold hearings since November, and nothing's scheduled yet," said one industry source.

The Capitol Hill source achnowledges that no hearings have yet been scheduled and says only that Florio will hold them "when he can get to it."

But Rep. Nick Rahall, D-W.Va., who with eight co-sponsors organized the support of the entire utility industry and the coal miners behind proposed amendments to break the inertia, said he does not believe Florio would hold the oversight hearings without acting on the measure at some point.

Rahall said at a press conference with the United Mine Workers president and the leaders of the major coal trade associations at his side that his amendments instruct the ICC to act as Congress originally intended.

They would protect captive shippers by forbidding the ICC to consider product and geography when determining whether a railroad dominates the transportation of a coal shipper.

Rahall wants to clarify that the ICC is to follow the definition of market dominance originally laid out in the preceding the Staggers Act. He would do that by providing a three-part test for market dominance: the ratio of revenues to the cost of moving coal along a particular, specified route; the degree to which coal shippers have invested in railroad or rail-related equipment; and whether a railroad handled 70 percent or more of a coal shipper's total output.

That statute, says Rahall, defines market dominace as "an absence of of effective competition from other carriers or modes of transportaion for the traffic movement to which a rate applies."

Competition Cited

The ICC, in deciding to deregulate completely rail rates for coal moving to export, said the international market was so competitive that the railroads could not price themselves or U.S. producers out of the market.

The ICC also decided, in its liberalization of domestic rate-setting policy, that a primary function of the Staggers Act was to ensure rail industry income adequate enough

(Continued on back page)

Coal Gas Project Backers Forecast Increased Losses

By Marcy Gordon

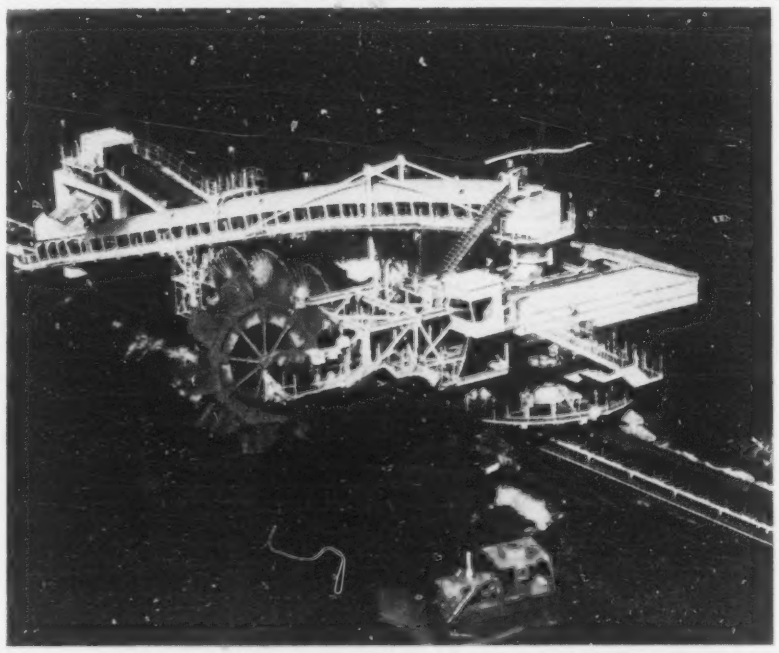
NEW YORK — The latest news from the synthetic fuels front is not encouraging: The sponsors of the premier U.S. synfuels project, the $2.1 billion Great Plains coal gasification venture, told the Department of Energy that it could lose more than $770 million in its first 10 years of operation.

The five sponsors (American Natural Resources Co, Tenneco Inc., Transco Energy Co., Midcon Corp. and Pacific Lighting Corp.) indicated in a report to DOE that they may well have difficulty paying back their loans guranteed by the Federal Financing Bank before the year 2000. Some $633 million in short- and long-term loans have been made to the consortium to date.

Discouraging news, certainly, but not really surprising. The synfuels industry has taken its share of hard knocks in recent months — and interest on Wall Street has been markedly shrinking.

"I think there's a lesson that, hopefully, we're learning," Joseph Schell, the director of Kidder, Peabody and Co.'s synthetic fuels group, told *Coal Industry News.* That lesson is fairly simple: The future prices of synthetic products turned out by these expensive projects are tied to the prices of other commodities (i.e. oil) that can move down, while the synfuels producers' costs move up.

(Continued on page 7)



International Marine Terminals Adds Capacity

A $63 MILLION EXPANSION of International Marine Terminals' facility 40 miles south of New Orleans on the Mississippi River has boosted capacity from 3.5 million to 15 million tons a year. A new sampling and weighing system has been added, along with a traveling shiploader and two bucket-wheel stacker/reclaimers. In addition, the coal storage area at Plaquemines Parish Terminal, the official name, has been increased to a million tons. Subsidiaries of Florida Power Co., Houston Natural Gas Co. and Occidental Petroleum Corp. are partners in the venture.

3 Studies Point to Economics of Slurry Transport

By Gene Smith

NEW YORK — If studies were the final determinant, coal slurry lines would soon be crisscrossing the nation.

The most recent, "Atlantic Coal Transportation System" prepared by BE&C Engineers Inc., a subsidiary of Boeing, for the Maritime Administration, backs a coal slurry line that would link mines in Southwestern Pennsylvania to European markets via a five-ship fleet and an offshore loading point near Cape Henlopen, Del.

Total cost estimates for the system range from $1.3 billion down to $654.5 million, according to the study. The difference was traced to the cost of building new ships in this country or converting existing vessels in foreign shipyards.

Rights-of-way along state highways would be used for the slurry lines and approval would have to come from only two states, Pennsylvania and Delaware. It noted further that by using an offshore terminal it would be possible to load vessels with up to 248,000 deadweight-ton capacity, thus avoiding the necessity for dredging existing ports.

Compared to Rail Costs

According to the study, the cost of shipping coal via the slurry line would be no more than $10 a ton against an estimated charge of more than $20 a ton for rail plus port terminal charges. This would result in a domestic mine-to-European terminal cost of $17.50 a ton for coal in the proposed slurry system against $31 a ton for conventional rail-to-port shipments.

A year ago, Ebasco Services Inc., concluded that "coal/water slurry pipelines are more economical than coal transportation by railroad, rail/barge and transmitting electrical energy by power lines."

The Ebasco study recommended barge/rail transportation systems if navigable waters are available for coal shipments and if the tonnage, total distances and split between rail and barge hauling distances are in proportions which will result in a competitive cost, given the variability of the tariff structure.

The study found coal/water slurry pipelines and transmission lines to be more inflation-proof than rail or rail/barge modes

(Continued on page 7)

FOCUS: TRANSPORTATION

Norfolk Southern Purchase of Santa Fe Stock Seen as Transcontinental Rail Move

By Robert E. Bedingfield

Close observers of the railroad scene are terming cash-rich Norfolk Southern's bid to purchase shares in Santa Fe Industries as an attempt to form a truly transcontinental railroad.

Santa Fe Industries is the parent of the Atchison, Topeka and Santa Fe Railway. Norfolk Southern last month bought 4.2 million shares — 5.01 percent — of Santa Fe Industries.

Norfolk Southern, in making the announcement, said the purchase was "for investment."

"It's a well orchestrated plan," said John Anderson, director of transportation costing of A.T. Kearney, Inc., a leading management consultant firm.

A combination of Norfolk Southern and the Santa Fe could create "one — not the one — dominant rail system in the United States," Anderson said. He pointed out the combination would give Norfolk Southern access to the West Coast and Gulf Coast areas served by Santa Fe west of the Mississippi and linkups in Chicago and Kansas City.

"Such a combination," he said, "would have a devastating effect on the Southern Pacific, and its survival would be in question."

The Southern Pacific management had no immediate comment on the Norfolk Southern's new "investment," but this hasn't stopped Wall Street railroad analysts from suggesting that if Norfolk Southern and Santa Fe merge, the Southern Pacific would have to combine with another railroad to offset the pressure.

Southern Pacific and Santa Fe did conduct merger studies for several months during 1980 but called them off mutually without explanation.

The view of railroad analysts is that if Norfolk Southern's interest in Santa Fe leads to merger discussions that Norfolk Southern's chief competitor, CSX and its railroads, — the Chessie and Seaboard systems — might find a merger partner in Southern Pacific. Back in 1978, Southern Pacific sought to merge with Seaboard before that system decided to join forces with Chessie.

Although it could alter relationships between producer and shippper, such a merger would seem to be of less consequence right now to coal traffic than to shippers of merchandise. The new practice, sanctioned by the Staggers Act, of closing historic interchanges with one another, might shift some coal shipments in areas farther west, as it has already done with Appalachian coal.

Nationally, railroads have found that coal shipments held up extremely well in recession-blighted 1982. Revenue ton miles, the Association of American Railroads has reported, were off by 12.8 percent from 1981. Coal loadings were down only 1.3 percent. Total car loadings fell 14.2 percent.

Total coal production in 1982, according to the National Coal Association, was 820 million tons. The 5,659,783 carloads of coal that moved by rail from mines to user, totaled some 515 million tons.

Some of 1982's coal demand from utilities went into rebuilding stockpiles depleted by 1981's 72-day strike of the United Mine Workers of America. More of it stemmed from conversions of oil to coal, and from new coal-fired capacity coming on line.

Even the utilities most favorably situated with respect to rival sources of energy appear to be giving up on them. Houston Light and Power's new Smithers Lake generating station, surrounded by oil wells, is being served by Burlington Northern with coal from the Powder River Basin.

Middle South Utilities, the holding company whose lines actually serve some users in the Hugoton and Anadarko, Okla., natural gas fields, has contracted for 150 million to 210 million tons of Wyoming coal over the next 26 to 42 years. It will fuel a new station at Independence, Ark. The utility's White Bluff Station in Arkansas gets its coal under a 20-year, 100 million-ton contract. The deliveries of coal to both stations will be made by Burlington Northern.

New England Electric Power has converted its Brayton Point Station at Somerset, Mass., outside Fall River from oil to coal. With conversion of its Salem Harbor plant north of Boston in the next year, the utility will have reduced its dependence upon residual fuel oil to 20 percent from 78 percent.

While the export market for steam coal has not soared into the extravagant tonnages that were being talked of a year or so ago, it remains a great deal larger than it was until the late 1970s.

Jerry E. Gobrecht, vice president of coal traffic for CSX's Chessie System, told *Coal Industry News* that as recently as 1979, Chessie's steam coal exports amounted to no more than 400,000 tons. The system's steam coal export traffic in 1980 jumped to 10 million tons and remained near that level in 1981 and 1982. Gobrecht expressed the fear that this might slip by 5 million tons in 1983 and said "and 1984 looks a lot like 1983."

Robert Claytor, chairman and chief executive officer of Norfolk Southern, CSX's fiercest competitor for Eastern and Southeastern coal traffic, had a slightly more dismal story for financial analysts in New York at the end of January. Quarter by quarter comparisions for Norfolk Southern, in the last quarters of 1981 and 1982, showed sharp declines in tonnages and earnings.

This, as Claytor pointed out, was largely because 1981's last quarter was so good, resulting from exports of 35.2 million tons from all U.S. ports by all railroads of the country and stockpiling by utilities estimated at 20 million tons. Figures for the like quarter of 1982 showed exports of 7.8 million tons. Most utilities, faced with sluggish industrial demand, were drawing down stockpiles accumulated earlier in the year.

Neither Chessie nor Norfolk Southern officials have given up on the export market, however.

Gobrecht added up the facilities built and building in the Hampton Roads to Chesapeake Bay area and found a total of 88 million tons a year in export capacity. He calculates 113 million tons for the entire Atlantic Coast.

The added capacity installed in the last five years, Gobrecht stresses, has advantages other than size for smaller shippers or transshippers who act only as agents to buy and resell coal rather than owning mines. Ground storage allows blending of coal to the buyer's specifications.

Much encouragement for potential coal exports is viewed by rail observers as coming from purchases of mines or coal lands by foreign interests. Australian investors bought Utah International, an important producer. And there have been investments by Japanese, South Korean, Dutch, French, British, German and Italian coal buyers.

Rail industry coal executives consider these investments as steps to assure the buyers access to coal, even if United States coal costs more than coal from other sources. That cost differential is built into the political situations of other suppliers. Poland must keep its miners occupied to reduce unrest; British Prime Minister Margaret Thatcher has failed in one attempt to close down uneconomic mines.

At the moment, coal producers' attention is focused more on railroad freight rates than on demand factors. On Feb. 24, the Interstate Commerce Commission announced that it favored rate increases of as much as 15 percent a year to help bring coal revenues up to what the commission felt was coal's fair share of railroads' costs.

Coal shipments are a larger percentage of ton-miles than of railroad revenue, last year accounting for 35 percent of all rail-originated tonnage and more than a fifth of all railroad revenue.

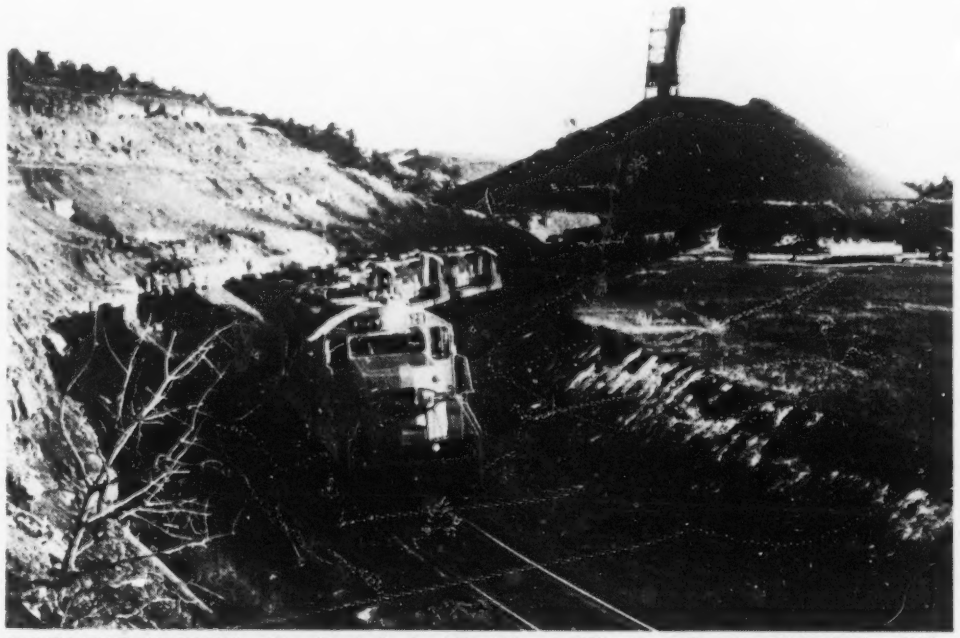
Coal producers insist that these proportions are enough. Their position is that coal is the most undemanding of commodities — it lacks time urgency. Each producer usually has a single carrier, so there are no solicitation costs. Car supply can be calculated months ahead.

Rail spokesmen try to be reassuring. Norfolk Southern's Claytor, and his vice president for coal and ore traffic, William H. Bales, assured security analysts at the railroad holding company's financial analysts meeting that Norfolk Southern was eager to talk lower rates where it would help the railroad get business.

William Dempsey, president of the Association of American Railroads, says that freight rates have lagged behind coal price increases initiated by producers.

A week after the invitation a series of 15 percent domestic rate increases was issued, the Interstate Commerce Commission followed with a proposal to deregulate export rates on coal entirely. Railroad people repeated their assurances that they would keep the rates at levels allowing their coal shippers to compete. Coal producers openly doubted that new mines could be financed in the face of uncertainty as to how the proceeds from them would be divided between production and transportation.

A silver lining for Eastern Producers, pointed out by Norfolk Southern and CSX spokesmen, was that since ocean freight rates are based on weight and bulk, Appalachian coals and Illinois Basin coals deliver more Btu's per freight dollar — not a very comforting observation for Western producers, much of whose coal is subbituminous.



SANTA FE RAILWAY'S unit coal train loads at York Canyon Mine in northeastern New Mexico. Is the Norfolk Southern's bid for Santa Fe stock the first step in a transcontinental railroad that will ultimately bring Western coal to East Coast export points?

While the export market for steam coal has not soared into the extravagant tonnages that were being talked of a year or so ago, it remains a great deal larger than it was until the late 1970s.

RAILROAD COAL LOADINGS

(In Millions of Tons)

Burlington Northern	124
Chessie System	224
Chicago & North Western	16.4
Conrail	67
Denver & Rio Grande	19.5
Illinois Central	27.4
Norfolk Southern*	126.6
Santa Fe	23.5
Seabord System	102.3
Union Pacific	64.1

*Includes Norfolk & Western and Southern.
Source: 1982 railroad annual reports.

Railroads, Most Other Coal and Coal-Related Issues Gain Strength

NEW YORK — Like the stock market overall, stocks in the *Coal Industry News*' list of 79 issues were strong on the upside in the most recent week. Only 14 issues closed down, with one — Gulf — unchanged in the week ended April 15.

All seven of the railroads posted gains, with CSX rising a whopping 4-5/8, followed by Burlington Northern with a 2-5/8 gain. The CSX gain was realized despite the first quarter earnings report which showed a drop of 26.1 percent from the year-ago level. On the other hand, Burlington Northern reported its first quarter net had jumped from $38.3 million to $76.5 million in the latest period, with the gain attributed largely to its rail operations. None of the other railroads on the list had issued their quarterly statements as yet.

The weakest segment of the *Coal Industry News*' list was that of users of coal. Three of the stocks — Alcoa, Kaiser Cement and Kaiser Steel — wound up with declines. Kaiser Cement's first quarter net, including a tax credit of $657,000 amounted only $152,000 against $6.1 million a year ago.

In the case of Kaiser Steel, the issue had been active in recent trading as investors awaited a possible takeover offer by the Jacobs group. Since none has materialized, there was profit-taking from the run-up.

Alcoa, which had not issued its report prior to April 15, suffered from comparisons with the early negative reports from other aluminum producers, notably Reynolds Metals, which cited "weak margins resulting from continuing cost pressures" for its poor showing.

The only coal company on the 79-issues list that has issued its quarterly report to date is North American Coal. It showed net of $5.4 million against $7 million a year ago, Sales fell from $130 million to $102 million in the first three months. Yet the stock showed a gain of 2-1/4 in trading in the most recent reported week.

Westmoreland was also strong with a gain of 1-7/8, but Pittston slipped 1/4.

There were 5 issues among the coal company component (out of 35) that declined. Amax was off 1/8; Kerr McGee off 3/4; Standard Oil of Ohio off 5/8 and Jim Walter off 3/8 (in addition to Pittston).

The others went along with the almost daily record highs in the Dow Jones Industrial Index. General Electric rose 3-1/4 after posting a first-quarter gain off 12.7 percent in net income.

However, six of the 30 supplier companies on the *Coal Industry News*' listing fell in this week's trading. Again, there seemed to be no set pattern. Bucyrus-Erie's net toppled to $2.8 million from $7.6 million a year earlier, yet the stock was up 1/4. Joy Manufacturing's net dropped unbelievably to $4.2 million down from $24.7 million in the first quarter of 192, yet it gained 1-3/8.

Stocks that are components of the Dow Jones Industrial Index have tended to soar over the past year. Exxon, for example, was up 1-1/2 in this most recent accounting. The stock has appreciated 33.5 percent from April 12, 1982 to April 18 in this year. The 30 stocks in the index have risen 52.3 percent in the same period.

April 15, 1983

company	sales 100s	wks high	wks low	last	net chg
Coal Companies					
Amax	5113	24⅜	23⅞	24	-⅛
AEIPwr a	16647	19⅝	19	19½	+⅜
AshlOil b	3530	31¼	30½	30⅞	+½
BethStl c	6856	22⅛	21	21⅞	+⅜
Boeing d	17929	w42¼	41	41¼	+½
DuPont e	14543	44	42¼	43⅞	+2⅛
EastGF	3647	18¼	17⅝	17⅞	+⅛
ElPaso	5852	17¼	16⅝	17	+¼
Exxon g	58091	w33⅛	30¾	33	1½
GenElh	12137	109	105¾	108¾	+3¼
Grace i	7609	43⅝	41½	42⅜	+⅜
GulfOil u	15524	34⅜	33⅛	33¼	—
Hanna j	328	24⅛	23⅜	24	+⅜
KerrMc	13335	31⅜	29⅞	30½	-¾
Mapco	2271	23⅛	22⅛	23	+⅝
Mobil	24057	30	28¾	29⅜	+½
MonPw k	1580	27¼	26½	27⅛	+⅝
Newmt l	3372	55⅞	53⅞	54½	+¾
NACoal	308	35¼	32	35¼	+2¼
OccPet m	10878	20⅞	19⅞	20⅛	+⅜
PacPw n	1406	21⅓	20⅝	21⅜	+⅝
PaPL f	2797	22⅞	22¼	22¾	+⅜
PhilPet	14628	35⅝	34⅜	34¾	+⅜
Pittstn	2243	13	12½	12⅝	-¼
ShellO	7427	41⅜	39¾	39¾	+¼
StOilCl o	12761	39⅛	37⅜	37⅝	-⅝
StdOOh p	15664	w46⅝	44½	44⅞	+¼
SunCo	2603	35⅛	34	34⅞	+⅜
Texaco	26942	34¼	32⅞	34	+⅞
TexUtil	14999	24¼	23⅞	24¼	+⅜
USSteel	8556	23¼	22½	22⅞	+⅛
UtaPL	1740	22¾	21¾	22½	+¾
WaltJm	5411	43½	41⅝	42	-⅜
West	657	23⅝	21⅝	23⅝	+1⅞
Williams q	5844	23	21⅞	22½	+½
Suppliers					
ACF	1149	33¼	32⅛	33	+⅞
AllisCh	2369	14⅜	13⅜	13⅜	-⅝
BucyEr	2067	14½	14	14¼	+¼
CatrpT	13604	44½	39½	43⅝	+3⅞
Chrysl r	88307	w21½	17	21	+4
CmbEn	x6455	36	34⅛	34⅝	-⅞
DowCh	21913	30¼	29	30	+⅞
Dravo	723	12⅜	11¾	11⅞	-⅜
Dresr r	9580	17⅜	16⅛	16⅝	-⅛
FMC	2446	36⅝	35	36⅜	+⅝
First	14894	20⅛	18⅞	20	+1⅝
Fluor s	4636	21⅛	19⅝	20¼	-⅜
FordM	43338	w44⅞	39	43⅞	+4⅞
GTE t	14303	44	41¾	43¼	+1¼
GMct	35838	64⅜	57½	64	+6⅜
GTire	2128	34½	33¼	34¼	+⅞
Gdnch	1959	w38⅜	36½	38¼	+1⅜
Goodyr	21184	31¼	28⅞	30⅞	+2⅛
IngerR	982	44¼	42¼	43½	+1⅜
IntHarv	15522	w8⅜	6¼	8¼	+2⅛
JoyMfg	2105	24⅜	22⅝	24⅜	+1⅜
Kenmt	306	25⅞	24⅜	25⅝	+⅝
McDnD	2467	23⅛	22½	22½	-⅛
NMineS	225	8	7⅛	8	+¾
Penwlt	1943	39¾	39	39¼	+¼
RshCot	468	17	15½	17	+1¼
Signal y	10065	32	30	31½	+1⅝
Tenneco	15559	w38¾	37¼	37¾	+¼
UnCarb	7955	62¼	59¼	62⅛	+2¾
WestgE	15283	45½	43¾	44¾	+¾
Transportation					
BrlNth	4601	w82⅝	79¼	82⅜	+2⅝
CSX	5239	w63⅞	58¼	62⅞	+⅝
CNWst	2047	w37	35½	36⅜	+⅛
ICInd	1270	w41⅞	40	41⅞	+1⅜
NorSo	4418	60	57⅝	59¼	+1½
SFeInd	8555	26⅜	24¼	26	+1⅞
UnPac	9034	52⅞	51¼	51¾	+½
Users					
Alcoa	13994	32⅞	31	31⅜	-¾
InldSt	2820	30¾	27⅝	30½	+2⅝
KaisCe	924	30½	27½	28¼	-2⅛
KaisrSt	1484	39⅞	37	38⅛	-1½
NatlSt	2592	24⅛	22¾	24	+⅞
RepSt	1554	20¾	20¼	20⅝	+⅛
WhelPit	2278	19¾	18½	19½	+1

a/owns Central Ohio Coal, b/owns 50 percent of Arch Mineral, c/owns Bethlehem Mines, d/owns 15 percent of Peabody Holding Co., e/owns Conoco and Consolidation Coal, f/owns Greenwich Collieries, Rushton Mining and Tunnelton Mining, g/owns Exxon Coal, h/owns Utah International, i/owns 50 percent of Colowyo Coal, j/owns 50 percent of Colowyo Coal, k/owns Western Energy, l/owns 27.5 percent of Peabody Holding, m/owns Island Creek Coal Co., n/owns Nerco, o/owns 20 percent of Amax, p/owns Old Ben Coal Co., q/owns 27.5 percent of Peabody Holding Co., r/owns Jeffrey Mining, s/owns 10 percent of Peabody Holding Co., t/owns American Mine Tool, u/owns Pittsburg and Midway Coal Mining Co., w/new 52-week high, x/ex-dividend and sales in full, y/controls Wheelabrator-Frye.

Norfolk Southern Sets New Rail Link

HURT, Va. — The Norfolk Southern Corp., formed last year when the Norfolk and Western Railway Co. and the Southern Railway System merged, is building a $5.6 million rail short cut to the coal fields of Virginia.

When the short cut — 4,272 feet of track called the Altavista Gateway link, — is completed this summer, it will take 24 hours off of some trips from the mines to market. The new tracks will allow coal trains on the N&W's Deepwater, W.Va., to Norfolk main line to swing onto Southern's main line into North Carolina and points south.

Currently, some N&W coal heads south, but only after tedious transfers to Southern trains at the Altavista yard. Because it was carrying the coal for only a relatively short, and unprofitable, distance before being transferred to another railroad, N&W did not promote the arrangement.

But when the gateway link opens, long coal trains of up to 150 cars will be able to roll non-stop from the N&W track onto the Southern rails at 35 miles per hour, cutting up to 24 hours of their trips, according to Samuel D. Guy, Norfolk Southern vice president for sales. "It will get it there faster over a shorter distance," he said.

The N&W and Southern each serve about 200 coal mines.

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